

COUNCIL AGENDA SYNOPSIS



| -----Initials----- | | | |
|--------------------|--------------|----------------|----------------|
| Meeting Date | Prepared by | Mayor's review | Council review |
| 10/12/15 | BG <i>BG</i> | | |
| | | | |
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| | | | |

ITEM No.

4.B.

ITEM INFORMATION

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------|
| STAFF SPONSOR: BOB GIBERSON | | ORIGINAL AGENDA DATE: 10/12/15 | |
| AGENDA ITEM TITLE Tukwila Urban Center Pedestrian/Bicycle Bridge Acknowledgement of Section 4(f) de minimus Use of Christensen Road Property | | | |
| CATEGORY <input type="checkbox"/> Discussion <i>Mtg Date</i> | <input checked="" type="checkbox"/> Motion <i>Mtg Date 10/12/15</i> | <input type="checkbox"/> Resolution <i>Mtg Date</i> | <input type="checkbox"/> Ordinance <i>Mtg Date</i> |
| <input type="checkbox"/> Bid Award <i>Mtg Date</i> | <input type="checkbox"/> Public Hearing <i>Mtg Date</i> | <input checked="" type="checkbox"/> Other <i>Mtg Date 10/12/15</i> | |
| SPONSOR <input type="checkbox"/> Council <input type="checkbox"/> Mayor <input type="checkbox"/> HR <input type="checkbox"/> DCD <input type="checkbox"/> Finance <input type="checkbox"/> Fire <input type="checkbox"/> IT <input type="checkbox"/> P&R <input type="checkbox"/> Police <input checked="" type="checkbox"/> PW | | | |
| SPONSOR'S SUMMARY Council is being asked to accept public comment for the Tukwila Urban Center Pedestrian/Bicycle Bridge Project and acknowledge the de minimus use of public park and habitat restoration property at the Christensen Road Property. Federal grant requirements include obtaining NEPA approval (National Environmental Protection Act) and compliance with Section 4(f), which requires all potential impacts be analyzed for prudent alternatives prior to implementation of a project. | | | |
| REVIEWED BY <input type="checkbox"/> COW Mtg. <input type="checkbox"/> CA&P Cmte <input type="checkbox"/> F&S Cmte <input checked="" type="checkbox"/> Transportation Cmte <input type="checkbox"/> Utilities Cmte <input type="checkbox"/> Arts Comm. <input type="checkbox"/> Parks Comm. <input type="checkbox"/> Planning Comm. | | | |
| DATE: 10/05/15 | | COMMITTEE CHAIR: JOE DUFFIE | |
| RECOMMENDATIONS: SPONSOR/ADMIN. Public Works Department COMMITTEE Unanimous Approval; Forward to Committee of the Whole | | | |
| COST IMPACT / FUND SOURCE | | | |
| EXPENDITURE REQUIRED \$0.00 | | AMOUNT BUDGETED \$0.00 | |
| | | APPROPRIATION REQUIRED \$0.00 | |
| Fund Source: Comments: | | | |
| MTG. DATE | RECORD OF COUNCIL ACTION | | |
| 10/12/15 | | | |
| | | | |
| | | | |
| | | | |
| MTG. DATE | ATTACHMENTS | | |
| 10/12/15 | Informational Memorandum dated 10/02/15 | | |
| | Section 4(f) de minimus Impact Determination forms | | |
| | Minutes from the Transportation Committee meeting of 10/05/15 | | |
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INFORMATIONAL MEMORANDUM

TO: Mayor Haggerton
Transportation Committee

FROM: Bob Giberson, Public Works Director *BS*

BY: Cyndy Knighton, Senior Program Manager

DATE: October 2, 2015

SUBJECT: Tukwila Urban Center Pedestrian/Bicycle Bridge over Green River
Project No. 90510403
Acknowledgement of Section 4(f) *de minimus* Use of Christensen Road Property

ISSUE

Accept public comment on the proposed fill and excavation to the Christensen Road Property and acknowledge the Section 4(f) *de minimus* impact determination in accordance with FHWA (Federal Highway Administration) requirements.

BACKGROUND

Since 2005, the City has been designing the TUC Pedestrian/Bicycle Bridge over Green River Project. Funding for the design has been primarily from three federal grants, two from STP-E (Surface Transportation Program – Enhancement) grant and one from CMAQ (Congestion, Mitigation, and Air Quality). Because of these grants, the project is subject to FHWA review and approval processes, including obtaining a NEPA (National Environmental Protection Act) approval. As part of the NEPA process, compliance with Section 4(f) of the US Department of Transportation Act of 1966 and codified at 13 U.S.C § 138 and 49 U.S.C § 303 which requires all potential impacts on Section 4(f) lands be analyzed for prudent alternatives prior to implementation of a project. Publicly owned land which is considered to be a park, recreation area, or wildlife and waterfowl refuge are considered Section 4(f) lands. The property being impacted by the TUC Pedestrian/Bicycle Bridge Project is known as the Christensen Road Property in the PROS Plan (Parks and Recreation and Open Space Plan) and is identified as Project No. 21 in the Shoreline Master Plan. The existing use of the property as a passive park with the supplemental trail running parallel to the Green River Trail, the proposed future non-motorized boat launch from the PROS Plan, and the proposed habitat restoration in the Shorelines Master Plan qualify this property as a Section 4(f) facility.

DISCUSSION

The Green River Trail will be widened from the bridge landing point westerly to Christensen Road. In order to accommodate the widening, the levee will have additional fill placed on the riverward side so that the trail can be widened to the north. Widening to the south was not a possibility due to right-of-way constraints. The widened trail will be done within the existing trail easement as much as possible, although an additional 191 square feet of easement is being obtained from the owners of the Riverview Plaza site to match where the existing trail is outside the easement and on private property. To mitigate this new fill, as well as mitigate for a reduction in flood storage on the east side of Green River due to the bridge landing, a 2,500 square foot area is impacted in order to provide the required compensatory storage. The best location for this excavation is on the Christensen Road Property.

All adjacent property owners have been notified by mail and/or direct communication about TUC Pedestrian/Bicycle Bridge Project. A public notification and comment period was provided through the SEPA (State Environmental Protection Act) and the Shoreline Variance processes. The SEPA comment period ended on September 24, 2015 and Shorelines Variance comment period ends on October 9, 2015.

FINANCIAL IMPACT

There is no financial impact to acknowledging the Section 4(f) impacts.

RECOMMENDATION

Council is being asked to accept public comment at the October 12, 2015 Committee of the Whole Meeting for the Tukwila Urban Center Pedestrian-Bicycle Bridge Project and acknowledge the *de minimus* use of public park and habitat restoration property.

Attachments: Section 4(f) De Minimus Impact Determination forms

Section 4(f) De Minimis Impact Determination (per 23 CFR 774)

| | |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date: | September 14, 2015 |
| Lead Agency: | City of Tukwila |
| Project Number: | STPE-1320(002) |
| Project: | Tukwila Urban Center Pedestrian/Bicycle Bridge |
| Project Description: | <p>The City of Tukwila (City) is proposing to construct a twin-tied arch pedestrian/bicycle bridge span over the Green River to connect the City's urban center and the transportation hub of the Sounder Commuter Rail/Amtrak Station. The bridge and associated approaches will provide a non-motorized connection from the intersection of Baker Boulevard and Christensen Road to the Sound Transit property line at the Sounder Commuter Rail/Amtrak Station. Currently, the Green River stands as a barrier between the City's urban center and the Sounder Commuter Rail/Amtrak Station. The bridge is to be a signature piece of the corridor and, along with the associated pedestrian/ bicycle trail, will provide a direct, safe, and enjoyable walking/biking experience. The project is located in the City of Tukwila, King County, Washington; Township 23 North, Range 4 East, Sections 25 and 26 (Figure 1).</p> <p>The Green River Trail winds more than 19 miles from Cecil Moses Park near Seattle's south boundary to North Green River Park in south Kent near Auburn. Approximately 800 linear feet of trail improvements will be completed for the Green River Trail extending from the proposed bridge landing to Christensen Road within the City of Tukwila (Figure 2).</p> <p>Temporary and permanent uses, as described above, of a publicly-owned recreational area are subject to the requirements of Section 4(f) of the Department of Transportation Act of 1966.</p> |
| Section 4(f) Resource | Green River Trail |
| Type of 4(f) Resource | <input checked="" type="checkbox"/> Public Park or Recreational Area <input type="checkbox"/> National Register-Eligible Historic Site <input type="checkbox"/> Publicly-owned Wildlife or Waterfowl Sanctuary |
| Size of the <i>de minimis</i> use of the 4(f) Resource in acres | The proposed bridge will connect to the existing Green River Trail on the west side of the river. Approximately 800 linear feet (12,200 square feet) of trail improvements will be completed for the Green River Trail extending from the proposed bridge landing to Christensen Road. The completed trail segment will be more consistent with modern trail standards and will include trail widening and lighting improvements. |

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| Official With Jurisdiction | City of Tukwila |
|-------------------------------|-----------------|

De minimis Documentation

1. *Describe the Section 4(f) property and the attributes and features that qualify it for Section 4(f) protection, attach a map with shows the boundary of the resource, the locations of key features (e.g. ball fields, structures) and shows the area to be used;*

The Green River Trail winds more than 19 miles from Cecil Moses Park near Seattle's south boundary to North Green River Park in south Kent near Auburn. Approximately 800 linear feet of trail improvements will be completed for the Green River Trail extending from the proposed bridge landing to Christensen Road within the City of Tukwila (Figure 2).

The Green River Trail follows the Green River through industrial lands near the Duwamish Waterway in Tukwila to the broad Green River Valley. The trail provides views and access to the Green River and surrounding river valley. The trail is paved over its entire length with some low-volume roadway segments. The segment of existing trail in the project area does not include any facilities.

2. *Describe the impacts to the Section 4(f) property, and any avoidance, minimization and mitigation or enhancement measures, and why they are considered de minimis as defined in 23 CFR 774.17;*

The City is proposing to construct a twin-tied arch pedestrian/bicycle bridge span over the Green River to connect the City's urban center and the transportation hub of the Sounder Commuter Rail/Amtrak Station. The bridge and associated approaches will provide a connection from the intersection of Baker Boulevard and Christensen Road to the Sound Transit property line at the Sounder Commuter Rail/Amtrak Station.

The bridge will connect to the existing Green River Trail on the west side of the river. Approximately 800 linear feet (12,200 square feet) of trail improvements will be completed for the Green River Trail extending from the proposed bridge landing to Christensen Road. The completed trail segment will be more consistent with modern trail standards and will include trail widening and lighting improvements. The improvements have been designed to avoid impacts to the 100-year floodplain of the Green River located within the Open Space located to the north of the Green River Trail segment. Temporary trail closure will occur during construction and detour will be provided. Modifications to existing segment of the Green River Trail will enhance the trail.

3. *For parks, recreational facilities, and wildlife and waterfowl sanctuaries:*

- a. *Describe the Public Outreach that has been or is being conducted (leave blank for historic sites);*

All adjacent property owners have been notified by mail and/or direct communication about the project. Public notification and comment periods are provided through the SEPA and City of Tukwila Shoreline permit processes. Public opportunity to

comment on the proposed project has been provided through public meetings and mailings.

- b. Include written concurrence of the official with jurisdiction over to 4(f) resource with the de minimis determination.;*

The segment of Green River Trail affected by the project is managed by the City of Tukwila. The City of Tukwila Public Works Department, as the lead department for the proposed project, has been coordinating with the Parks and Recreation Department on this project. The Parks and Recreation Department concurred with the de minimis take as documented in the attached letter. The Public Works Department will continue to coordinate with the Parks and Recreation Department as necessary during project construction.

- 4. For historic resources, attach Section 106 Documentation (Include SHPO concurrence in project-level findings (DOEs and or FOEs) and Programmatic Agreement Memos for archaeological resources); and*

No historic resources will be impacted by this project. The Washington Department of Archaeology and Historic Preservation (DAHP) concurred with the finding in letter dated (DATE).

Request for Approval

Based upon this analysis we request FHWA approval that the use of the Section 4(f) resource described above is *de minimis* as defined in 23 CFR 774.17.

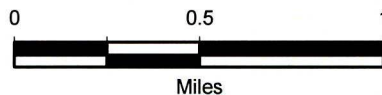
Name, Environmental Engineer
WSDOT Local Programs

Date

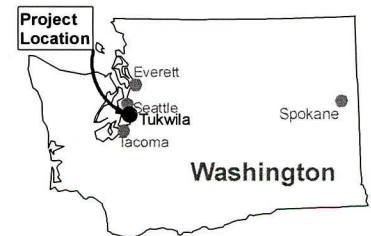
FHWA Approval

Name, Title (typically the Area Engineer will sign)
FHWA Washington Division

Date



Data Source: ESRI. 2006.



Tukwila Urban Center,
Pedestrian/Bicycle Bridge
Tukwila, Washington

Vicinity Map

Figure
1



Section 4(f) De Minimis Impact Determination (per 23 CFR 774)

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|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date: | September 14, 2015 |
| Lead Agency: | City of Tukwila |
| Project Number: | STPE-1320(002) |
| Project: | Tukwila Urban Center Pedestrian/Bicycle Bridge |
| Project Description: | <p>The City of Tukwila (City) is proposing to construct a twin-tied arch pedestrian/bicycle bridge span over the Green River to connect the City's urban center and the transportation hub of the Sounder Commuter Rail/Amtrak Station. The bridge and associated approaches will provide a non-motorized connection from the intersection of Baker Boulevard and Christensen Road to the Sound Transit property line at the Sounder Commuter Rail/Amtrak Station. Currently, the Green River stands as a barrier between the City's urban center and the Sounder Commuter Rail/Amtrak Station. The bridge is to be a signature piece of the corridor and, along with the associated pedestrian/ bicycle trail, will provide a direct, safe, and enjoyable walking/biking experience. The project is located in the City of Tukwila, King County, Washington; Township 23 North, Range 4 East, Sections 25 and 26 (Figure 1).</p> <p>The Christensen Road Property/Riverview Plaza Riverfront Open Space (Open Space) is a 3 acre parcel owned by the City. An existing paved path parallels the Green River through the open space and connects at both ends to the Green River Trail to the south of the property (Figure 2).</p> <p>Temporary and permanent uses, as described above, of a publicly-owned recreational area are subject to the requirements of Section 4(f) of the Department of Transportation Act of 1966.</p> |
| Section 4(f) Resource | Christensen Road Property/Riverview Plaza Riverfront Open Space |
| Type of 4(f) Resource | <input checked="" type="checkbox"/> Public Park or Recreational Area <input type="checkbox"/> National Register-Eligible Historic Site <input type="checkbox"/> Publicly-owned Wildlife or Waterfowl Sanctuary |
| Size of the <i>de minimis</i> use of the 4(f) Resource in acres | <p>Permanent impacts to the Open Space occur in two areas of the site and affect approximately 8,100 square feet associated with compensatory floodplain storage (approximately 2,500 square feet) and fill slope associated with improvements to the Green River Trail (approximately 5,600 square feet). The area of the compensatory floodplain storage is dominated by Himalayan blackberry (an invasive species) and will be replanted with native species to improve habitat conditions. Approximately 800 linear feet of trail improvements will be completed for the Green River Trail extending from the proposed bridge landing to</p> |

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|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Christensen Road. The completed trail segment will be on a fill supported slope, which will impact approximately 5,600 square feet of the Open Space. The improved trail segment will be more consistent with modern trail standards and will include trail widening and lighting improvements; and will minimize impacts to the 100-year floodplain of the Green River located within the Open Space located to the north of the Green River Trail segment. |
| Official With Jurisdiction | City of Tukwila |

De minimis Documentation

1. *Describe the Section 4(f) property and the attributes and features that qualify it for Section 4(f) protection, attach a map with shows the boundary of the resource, the locations of key features (e.g. ball fields, structures) and shows the area to be used;*

The Christensen Road Property/Riverview Plaza Riverfront Open Space (Open Space) is a 3 acre parcel owned by the City located east of Christensen Road north of Riverview Plaza (located at 16040 Christensen Road). An existing paved path parallels the Green River through the open space and connects at both ends to the Green River Trail to the south of the property (Figure 2). The site is partially forested and no facilities are associated with the Open Space.

2. *Describe the impacts to the Section 4(f) property, and any avoidance, minimization and mitigation or enhancement measures, and why they are considered de minimis as defined in 23 CFR 774.17;*

The City is proposing to construct a twin-tied arch pedestrian/bicycle bridge span over the Green River to connect the City's urban center and the transportation hub of the Sounder Commuter Rail/Amtrak Station. The bridge and associated approaches will provide a connection from the intersection of Baker Boulevard and Christensen Road to the Sound Transit property line at the Sounder Commuter Rail/Amtrak Station.

Permanent impacts to the Open Space occur in two areas of the site affect approximately 8,100 square feet associated with compensatory floodplain storage (approximately 2,500 square feet) and fill slope associated with improvements to the Green River Trail (approximately 5,600 square feet). The area of the compensatory floodplain storage is located adjacent to the Green River along the northern border of the Open Space and is dominated by Himalayan blackberry (an invasive species). The compensatory floodplain storage area will be replanted with native species to improve habitat conditions. Mitigation on a Section 4(f) property is considered a non-transportation use if the official who has jurisdiction over the property agrees that the proposed work is consistent with the function of that property and is an enhancement of the 4(f) resource.

Approximately 800 linear feet of trail improvements will be completed for the Green River Trail, which parallels the southern boundary of the Open Space, extending from the proposed bridge landing to Christensen Road. The completed trail segment will be on a fill supported slope, which will impact approximately 5,600 square feet of the Open Space. The improved trail segment will be more consistent with modern trail standards and will include trail widening and lighting improvements; and will minimize impacts to the 100-year floodplain of the Green River located within the Open Space. The impact associated with the fill slope is relatively

narrow extending along the southern property boundary adjacent to an area of existing US Army Corps of Engineers levee. Due to the minor amount of Open Space land impacted by the trail improvements, and the added benefit of habitat improvement to the Open Space, the proposed use will not adversely affect the features, attributes or activities of the Open Space.

Temporary construction access through the Open Space will extend along approximately 620 linear feet (approximately 9,300 square feet) of the existing paved path on the site, and will require steel plates or similar temporary improvements to protect the underlying surface and to support construction equipment. In addition, approximately 6,400 square feet of temporary impacts associated with clearing and grading for construction of the trail improvements will occur adjacent to the base of the proposed fill slope. Temporary trail closures will occur during construction. The proposed project has been designed to avoid removal of trees from the Open Space. All land temporarily disturbed will be restored/replanted as necessary.

3. For parks, recreational facilities, and wildlife and waterfowl sanctuaries:

a. Describe the Public Outreach that has been or is being conducted (leave blank for historic sites);

All adjacent property owners have been notified by mail and/or direct communication about the project. Public notification and comment periods are provided through the SEPA and City of Tukwila Shoreline permit processes. Public opportunity to comment on the proposed project has been provided through public meetings and mailings.

b. Include written concurrence of the official with jurisdiction over to 4(f) resource with the de minimis determination.;

The segment of Green River Trail affected by the project is managed by the City of Tukwila. The City of Tukwila Public Works Department, as the lead department for the proposed project, has been coordinating with the Parks and Recreation Department on this project. The Parks and Recreation Department concurred with the de minimis take as documented in the attached letter. The Public Works Department will continue to coordinate with the Parks and Recreation Department as necessary during project construction.

4. For historic resources, attach Section 106 Documentation (Include SHPO concurrence in project-level findings (DOEs and or FOEs) and Programmatic Agreement Memos for archaeological resources); and

No historic resources will be impacted by this project. The Washington Department of Archaeology and Historic Preservation (DAHP) concurred with the finding in letter dated (DATE).

Request for Approval

Based upon this analysis we request FHWA approval that the use of the Section 4(f) resource described above is *de minimis* as defined in 23 CFR 774.17.

Name, Environmental Engineer
WSDOT Local Programs

Date

FHWA Approval

Name, Title (typically the Area Engineer will sign)
FHWA Washington Division

Date

DRAFT





TRANSPORTATION COMMITTEE

Meeting Minutes

October 5, 2015 – 5:15 p.m. – Foster Conference Room, 6300 Building

PRESENT

Councilmembers: Joe Duffie, Chair; Allan Ekberg, Dennis Robertson (Absent: Kathy Hougardy)

Staff: David Cline, Bob Giberson, Pat Brodin, Frank Iriarte, Gail Labanara, Laurel Humphrey

CALL TO ORDER: Committee Chair Duffie called the meeting to order at 5:17 p.m.

I. PRESENTATIONS

II. BUSINESS AGENDA

A. WAPA Best City Paving Award: Overlay and Repair – East Marginal Way South

Staff shared with the Committee that the City received the Washington Asphalt Pavement Association (WAPA) Best City Paving Award for the Overlay and Repair – East Marginal Way South (South 81st Place to South Norfolk Street) Project. This project was selected over 13 other paving projects in Western Washington. The project scope included pavement repairs and an asphalt overlay, new pavement markings, pedestrian safety upgrades, and storm water improvements.

INFORMATION ONLY.

B. Grant Acceptance: Cascade View Safe Routes to School – Phase II

Staff is seeking Council approval to accept a Safe Routes to School Grant award from WSDOT in the amount of \$838,950.00 for the Cascade View Safe Routes to School – Phase II Project. Phase II of this project will add improvements along South 140th Street and 33rd Avenue South that will connect the trail constructed in Phase I and provide safer routes throughout the neighborhood. The total construction cost is \$927,950.00, and a budget amendment will be proposed to fund Phase II for the required City match. **UNANIMOUS APPROVAL. FORWARD TO OCTOBER 19, 2015 REGULAR CONSENT AGENDA.**

C. Public Comment: TUC Pedestrian-Bicycle Bridge over Green River

Public comment is being accepted at this committee meeting and at the October 12, 2015 Committee of the Whole on the proposed fill and excavation to the Christensen Road Property for the Tukwila Urban Center Pedestrian/Bicycle Bridge over Green River. In this project the Green River Trail will be widened from the bridge landing point westerly to Christensen Road. Mitigation for this fill is best located on the Christensen Road Property, which is designated as a Section 4(f) facility per the US Department of Transportation Act of 1966. The Committee acknowledged the de minimus use of public park and habitat restoration property, which means that activities, features or attributes of the property will not be adversely affected. **FORWARD TO OCTOBER 12, 2015 COMMITTEE OF THE WHOLE.**

